

B. F. TAYLOR,
Stewards.

Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1747. 日九月二十年六十二精光 THURSDAY, FEBRUARY 7, 1901.

四拜福 號七月二英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 4,000,000

CAPITAL PAID-UP 18,000,000

CAPITAL UNCALLED 6,000,000

RESERVE FUND 8,130,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHAWNG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS BANK, LTD.

THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:

"On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" " " "

" TARO HODSUMI,

Manager.

Hongkong, 21st November, 1900. [11]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$2,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

N. A. SIEBS, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman.

The Hon. R. M. Gray.

A. Haupt, Esq. R. L. Richardson, Esq.

The Hon. J. J. Kewick, P. Sachse, Esq.

D. M. Moses, Esq. H. W. Shadé, Esq.

A. J. Raymond, Esq. Paul Witkowski, Esq.

Chief Manager.

Hongkong—Sir THOMAS JACKSON.

MANAGER.

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

"On Current Account at the rate of 2 per Cent
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3½ per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON,

Chief Manager.

Hongkong, 22nd December, 1900. [10]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
AND SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON.

Chief Manager.

Hongkong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. SWATOW.
FOOCHOW. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sends Drafts and Telegraphic Trans
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities,
bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 " E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901. [14]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000

RESERVE LIABILITY OF SHARE
HOLDERS \$800,000

RESERVE FUND \$25,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " 6 " 31 "

" " " 3 " 21 " T. P. COCHRANE,

p. Manager.

Hongkong, 16th October, 1900. [35]

THE NATIONAL BANK OF CHINA;
LIMITED.

Authorised Capital \$1,000,000

Paid up Capital \$324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq. J. D. Gillies, Esq.

Chow Tung Shang, Esq. J. T. Latits, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 20th December, 1899. [8]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

\$5,000 Cask of 375 lbs. Net ex Factory.

\$3,000 Bag of 250 lbs.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 12th December, 1900. [19]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

(o)

FOR STEAMERS	CAPTAINS	TO SAIL	REMARKS
MARSEILLE'S Java	G. W. Gordon, R.N.R.	10 A.M., 9th Feb.	Freight or Passage.
London, &c. Coromandel	F. W. Vibert, R.N.R.	Noon, 16th Feb.	Freight or Passage.
SHANGHAI Bengal	S. Barcham	About 16th Feb.	Freight or Passage.
LONDON Shanghai	A. F. Street	About 21st Feb.	Freight or Passage.
S'HAI & JAPAN. Bombay	G. M. Montford, R.N.R.	About 28th Feb.	Freight or Passage.

(See Special Advertisement.)

PASSENGER SEASON, 1901.

S.S. "PLASSY" 7,240 tons	March 10th	MARSEILLES and LONDON	(Direct).
S.S. "SOBRAON" 7,320 tons	April 27th	WITHOUT TRANSHIPMENT.	

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 7th February, 1901. [15]

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

(o)

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

SAILING DATES.

SACHSEN*, Hamburg-Amerika Linie WEDNESDAY, 20th February.

KIAUTSCHOU*, Hamburg-Amerika Linie WEDNESDAY, 6th March.

BAVARIA*, Hamburg-Amerika Linie WEDNESDAY, 20th March.

STUTTGART*, Hamburg-Amerika Linie WEDNESDAY, 3rd April.

KONG ALBERT*, Hamburg-Amerika Linie WEDNESDAY, 17th April.

PRINZ HEINRICH*, Hamburg-Amerika Linie WEDNESDAY, 1st May.

PRINZESS IRENE*, Hamburg-Amerika Linie WEDNESDAY, 15th May.

PREUSSEN*, Hamburg-Amerika Linie WEDNESDAY, 29th May.

SACHSEN*, Hamburg-Amerika Linie THURSDAY, 13th June.

KIAUTSCHOU*, Hamburg-Amerika Linie THURSDAY, 27th June.

Calling at AMSTERDAM.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 6th February, 1901. [22]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

“QUEEN’S CHOICE” LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS

TO BE

ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.

It possesses a delicate aroma, and is of great age and guaranteed purity.

To-day's
Advertisements.

BOXING:

BOXING CONTEST
will be held at the
THEATRE ROYAL, CITY HALL,
TO-NIGHT (THURSDAY),
7TH INSTANT.
when

CON SHEENAN,
OF THE ROYAL NAVAL YARD,

MIKE COLLINS,
OF THE UNITED STATES,
WILL BOX A TWENTY ROUND

CONTEST FOR THE
HEAVY WEIGHT CHAMPIONSHIP
OF THE COLONY.

A TEN ROUND CONTEST WILL ALSO
TAKE PLACE BETWEEN

CHARLES MORGAN

OF
H.M.S. "BRISK"

AND

J. H. PICKETT

OF THE

U.S.S. "ALBANY."

FULL PARTICULARS LATER.

PLAN AT ROBINSON PIANO CO.

PRICES \$5, \$3 & \$1.

Under the management of Messrs. J. H.

Downs and O. M. Flint.

Hongkong, 7th February, 1901. [148c]

**INTERNATIONAL
TUG OF WAR**
AT
**HARMSTON'S
CIRCUS,**
Commencing
MONDAY, 11TH FEBRUARY, 1901.

\$500—CASH PRIZES—\$500.

Open to the Army and Navy of all Nationalities at present in Hongkong, and Members of the Police Force. Teams to be limited to ten men each. The first prize will be \$500 (cash), the second \$100, and \$100 is to be divided among the last four teams in the final (winners excepted). Each team to have one representative coach only, and no team to be allowed to change men after having pulled off once.

ENTRANCE FREE.

Teams will be Drawn on MONDAY EVENING, February 11th, at the Circus, and the order drawn will be strictly adhered to.

First Competition, TUESDAY EVENING, February 12th.

ALL ENTRIES to be made in writing, to Close SATURDAY, at 12 Noon, addressed to R. LOVE, Hongkong Hotel.

Hongkong, 7th February, 1901. [160c]

**HARMSTON'S
GRAND CIRCUS**
AND
ROYAL MENAGERIE.

TO-NIGHT ! TO-NIGHT !!

ASSURED SUCCESS.

THE FAMOUS "JANSONS."

"AJAX"—THE FLEXIBLE MARVEL

"SISTERS FREZACONDAS,"

MONA, TESSIE, DAISY and DORA.

OUR FAVORITE COMPANY.

DOORS OPEN at 8 P.M. COMMENCEMENT
at 9 P.M.

NEXT (MATINEE) SATURDAY,
(MATINEE) FEBRUARY 9th.

Commencing at 3.30 P.M. Doors Open one hour earlier.

TO-MORROW EVENING, FEBRUARY 8th.

COMPLIMENTARY BENEFIT

TO Mr. ROBERT LOVE,

The Popular Manager.

Who will on this occasion appear as Clown and open his Album of Comic Songs.

Grand Amateur, heavy-weight lifting Competition. A handsome Trophy will be presented to the Winner.

A well-known Chinese Gentleman will enter the cage of the ROYAL BENGAL-TIGER DUKES, accompanied by his trainer, Mr. Gus Burns, on this occasion.

Box Office Plan—ROBINSON PIANO CO., Queen's Road.

POPULAR PRICES.

Box Seats \$3.00
Chairs, Dress Circle 2.00
Stalls 1.00
Gallery 50

Civilian Europeans will not be admitted to the Gallery.

SOLDIERS and SAILORS of ALL NATIONALITIES admitted to CHAIRS and STALLS HALF-PRICE.

ROBERT LOVE, Manager.
COL. CHAS. B. HICKS, Representative.

Hongkong, 7th February, 1901. [64c]

TO LET:

"WESTLEY," with TENNIS COURT and GARDEN.—Possession on 1st MAY, RICHMOND TERRACE, Nos. 2 & 5. Possession on 1st APRIL; No. 6, Immediate Possession.

Apply to LAU CHU PAK.

Care of A. S. Watson & Co., Ltd.

Hongkong, 7th February, 1901. [175c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"FOLMINA,"

will be despatched for the above Port, on or about the 20th instant, and will be followed by the S.S. "GYMERIC."

For Freight, apply to

DODWELL & CO., LIMITED.

Agents.

To-day's
Advertisements.

PUBLIC AUCTION.

M. R. GEO. P. LAMMERT has received instructions to sell by PUBLIC AUCTION, IN LOTS,

FRIDAY, the 8th day of MARCH, 1901, at 3 P.M., at his SALES ROOMS.

The following VALUABLE LEASEHOLD PROPERTY situated at FOKEOLUM ROAD and THIRD STREET, viz—

Lot 1.—All that Piece or Parcel of Ground situate at Victoria, in the Colony of Hongkong and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square feet. Term 999 years. Annual Crown Rent \$26.

Lot 2.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section C of Inland Lot No. 797. Area 4,900 Square feet. Term 999 years. Annual Crown Rent \$30.

Lot 3.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section D of Inland Lot No. 797. Area 3,900 Square feet. Term 999 years. Annual Crown Rent \$26.

Lot 4.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section E of Inland Lot No. 797. Area 4,400 Square feet. Term 999 years. Annual Crown Rent \$30.

Lot 5.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as Section F of Inland Lot No. 797. Area 4,855 Square feet. Term 999 years. Annual Crown Rent \$31.

Lot 6.—All that Piece or Parcel of Ground situate at Victoria, aforesaid and intended to be registered in the Land Office as The Remaining Portion of Inland Lot No. 797. Area 1,970 Square feet. Term 999 years. Annual Crown Rent \$20.

For further Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER,

12, Queen's Road Central,

Hongkong,

Solicitors for the Vendors,

or to

THE AUCTIONEER,

Hongkong, 7th February, 1901. [175c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, TO-MORROW, the 8th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAIRAK & CO., General Managers, Hongkong, 7th February, 1901. [170c]

THE CHINA-MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

IN CONNECTION WITH THE NORTHERN PACIFIC RAILROAD COMPANY.

THE Steamship

"TEENKAI."

will be despatched for SEATTLE, VIA SHANGHAI, NAGASAKI, KOREA and YOKOHAMA, TO-MORROW, the 8th instant, at 4 P.M., taking Cargo to JAPAN and to Overland Points in UNITED STATES, at Current Rates of Freight.

For further Particulars, apply to JARDINE, MATHESON & CO., Agents, Hongkong, 7th February, 1901. [158c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above on TUESDAY, the 12th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers, Hongkong, 7th January, 1901. [171c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above on SATURDAY, the 23rd instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 7th February, 1901. [176c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI."

having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 14th instant, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left at the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO DAY.

JARDINE, MATHESON & CO., Agents.

THE Steamship

"FOLMINA,"

will be despatched for the above Port, on or about the 20th instant, and will be followed by the S.S. "GYMERIC."

For Freight, apply to

DODWELL & CO., LIMITED.

Agents.

THE Steamship

"POLEMINA,"

will be despatched for the above Port, on or about the 20th instant, and will be followed by the S.S. "GYMERIC."

For Freight, apply to

DODWELL & CO., LIMITED.

Agents.

THE Steamship

"LAU CHU PAK,"

will be despatched for the above Port, on or about the 20th instant, and will be followed by the S.S. "GYMERIC."

For Freight, apply to

DODWELL & CO., LIMITED.

Agents.

THE Steamship

"LAU CHU PAK,"

will be despatched for the above Port, on or about the 20th instant, and will be followed by the S.S. "GYMERIC."

For Freight, apply to

DODWELL & CO., LIMITED.

Agents.

THE HONGKONG TELEGRAPH, THURSDAY, FEBRUARY 7, 1901.

SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. The President (the Hon. R. D. Ormsby, Director of Public Works) occupied the chair, and there were also present the Vice-President, Hon. F. H. May, C.M.C. (Captain Superintendent of Police), Dr. Bell, (Acting Principal Civil Medical Officer), Lieut.-Col. Hughes, R.A.M.C., Dr. Hartigan, Mr. E. Osborne, Dr. F. Clark (Medical Officer of Health), Mr. Chan A Fouk, and Mr. G. A. Woodcock (Secretary).

URINAL NEAR THE CANTON WHARF.

Correspondence was submitted regarding the urinal immediately west of the Canton and Macao Steamboat Company's Wharf, Dr. Clark saying that he could only suggest, after three months' trial that the Board recommended the Government to remove the urinal at once, and to erect a suitable brick urinal lined and paved with glazed tiles, opposite the permanent Canton wharf, such urinal to have at least six recesses. The President stated that an intercepting tank had now been fixed.

Dr. Clark said that as they had now provision in the estimates this year for the erection of a number of suitable urinals, he proposed that the Board recommend the Government to erect a brick urinal with no less than six recesses in the immediate neighbourhood of the Canton Wharf and that the small iron urinal be removed.

Mr. Osborne seconded, and the motion was carried.

APPOINTMENT OF AN INSPECTOR FOR THE SLAUGHTER HOUSE.

A letter, dated January 16th, which we published yesterday, was submitted from the Colonial Secretary.

STALLS IN PUBLIC STREETS AND FOOTPATHS.

Replies to the letter of the Board forwarding the request that the Government should give directions prohibiting the erection of stalls and footpaths by so-called hawkers, who should be restricted to *bona fide* hawking, the Colonial Secretary's letter, which we printed yesterday, was submitted.

Dr. Hartigan said it seemed to him that in this communication His Excellency's goodness and Irish kindness of heart had made him look leniently on a practice which, though its prohibition might entail a temporary hardship on the coolie class, undoubtedly by its continuance did serious injury to the drainage system. It appeared that in this letter undue prominence was given to the question of street obstruction, which though unquestionably a nuisance in the ordinary acceptance of the term, was only really harmful through its results. What the Board wished to put an end to was the obstruction underground, the blocking of the drains and the consequent sagging back of fetid sullage, which might be seen oozing up through the street ventilators, and overflowing from the unscaled traps into the kitchens and backyards of Chinese houses. Decaying vegetable matter, as was well-known to them, formed even more offensive sewage than animal refuse, and had the further more serious objection that its fibres, which long resisted decay, tended to encourage the deposit of the more consistent portion of the liquid sewage, and bound the whole into a thick, tough putrescent mass, which then fouled a admirable plug for a pipe-drain. Now this was precisely what happened wherever these coolie out-door restaurants were situated. Any of them could establish the truth of the fact by walking along Bridges or Aberdeen Streets, near Victoria College, or the streets in the neighbourhood of the Eastern Market, Elgin Road, Kowloon, or the Hung Hom Village. In these places when the sewers were being cleaned, great quantities of black stinking slush were removed. He had stood over the man-hole when the cleaning plug had been dragged through the drain with the greatest difficulty and had seen, after summer drought, the dried concentrated mass being actually gouged or scraped out of the drain pipe. This stoppage was not due to insufficient fall, for though at Hung Hom and Wan Chai the gradient was small, at Aberdeen Street it was very steep. This blocking constituted a public danger, rendered nugatory the advantages of their very expensive drainage system, and, furthermore, as they must of course bow to His Excellency's decision, they must endeavour to minimise its injurious results. He would ask the Board to request the sub-committee for sanitary improvements in Victoria to give this matter their immediate attention, and draw up some scheme by which proper eating-houses could be provided, or devise some practical plan by means of which restaurant garbage would be presented from getting into the drains, which they could ask the Government to put in force.

Mr. Osborne said that as one of the committee who drew up the report which gave rise to this correspondence, he would like to say that he agreed with Dr. Hartigan. He did not think His Excellency the Governor had clearly understood the recommendations they made in their report. He did hope, notwithstanding this decision of His Excellency, that the matter would be seen to by the Captain Superintendent of Police; and that he would see his way to put some check upon this trading in the streets.

The Hon. F. H. May said he thought there was some misapprehension in the matter. The report of Messrs. Osborne and McKeie was referred to him, and when he went down to inspect the streets complained of, he found that the hawkers had been turned out of Wing Fung Street. He admitted that they ought not to have been allowed to congregate there. The policy of the police was that in streets which were frequented and traversed almost entirely by Chinese, hawkers were allowed to squat, but they were not allowed to squat in streets where Europeans resided or which were traversed and frequented by Europeans. Wing Fung Street was such a street. He admitted it was an oversight on the part of the police—or they might call it neglect of duty—in allowing the hawkers to congregate there. That was stated in his report. He thought the street His Excellency referred to was Nullah Lane, a street exactly behind the Wanchai Market. That was a street which was entirely used by Chinese, and it was a street which His Excellency frequently rode down. This street was about the only place where coolies who went out at four o'clock in the morning could get a bit of breakfast, houses and shops not being open. There were similar stalls in streets in the great European cities, including the first city of the world—the city of London—and upon his word he could not see that they did any harm. He might state incidentally that where hawkers were allowed to squat the police—and there were special police told off for the work—saw that the hawkers swept up the refuse, and he ventured to say that if any member of the Board chose to go down Nullah Lane or Cross Street—the other two streets complained of—at say nine o'clock in the evening, when these hawkers had done their day's work, they would find the street swept and garnished and as clean as Queen's Road at the bottom of that building.

The President asked Dr. Hartigan if he was content to leave the matter there.

Dr. Hartigan said no. The blocking of the street was a minor matter. He did not approve of it, but what he complained of particularly was the blocking of the drains. He

was able to get into the drains. He asked the M.O.H. if their inspectors had not complained over and over again about the blocking of the drains in these streets.

It was understood that the committee should take the matter into consideration without a formal resolution.

THE NUISANCE ON THE HILLSIDE AT KENNEDYTOWN.

Replying to the letter forwarding the recommendation of the Board that measures should be taken to remedy the dangerous nuisance existing on the hillside at Kennedytown above and in proximity to the new Infectious Hospital, and also that the malarious swamp situated besides the old glass works and below the said Hospital should be drained or otherwise made healthy, the Colonial Secretary's letter, which we published in yesterday's issue, was submitted.

The President said that before going further in this matter, and with a view possibly to prevent a good deal of speaking on the subject, he might say that the P.C.M.O. and himself were entirely misled by Dr. Hartigan. He described this swamp here as being a malarious swamp situated beside the old glass works and below the site of the hospital. The P.C.M.O. and himself went to the site of the old hospital. The land beside it was not a swamp but a hillside which was being cleared. It belonged to Mr. Dorabjee Nowrojee. They then went below the Hospital, and took the direction of the glass works, where there was some land owned by Mr. Chater. He had since learned that the site mentioned by Dr. Hartigan had nothing to do with the glass works but was below the silk works, 500 or 600 feet away from the old Hospital.

Dr. Bell quite agreed with the President. The day they inspected the place they did not see this site on account of the vague description. He went down on Saturday, and saw what he thought was the site mentioned by the M.O.H. He thought the man there had a squatter's license and was trying to grow vegetables. Of course where there was water there was a swamp. If they had seen that they might have recommended that squatter's license should be cancelled.

Dr. Hartigan said for fear of being misunderstood he should like to state, before commencing on this letter, that when he raised the question of the insanitary surroundings of the proposed site for the Kennedytown Infectious Hospital he did not know by whom the intended site was chosen. He supposed some officer of the P.W.D. had selected it, but had no idea that the P.C.M.O. had been consulted. In fact such a question would, he thought, have been referred to the M.O.H. as the official responsible for sanitation. Having thus promised, it certainly seemed to him a most unusual proceeding to depose the two officers responsible for the selection and who at this Board had maintained that the objections pointed out by him did not exist, to report upon their own actions, and in fact call on them to presumably condemn themselves.

The President said he had nothing to do with the selection of the site.

Dr. Hartigan, continuing, said at all events the site was chosen. He brought up objections to its surroundings, and both the President and the P.C.M.O. distinctly stated that the objections which he raised at a previous Board meeting did not exist. The doctor made further remarks criticising the different statements made in the report. He went on—"Finally we are told that the site is most admirable. Now this opinion the Board did not challenge, considering that the choice made was settled and irrevocable. But the Board, in pursuance of the P.W.D. had selected it, but had no idea that the P.C.M.O. had been consulted. In fact such a question would, he thought, have been referred to the M.O.H. as the official responsible for sanitation. Having thus promised, it certainly seemed to him a most unusual proceeding to depose the two officers responsible for the selection and who at this Board had maintained that the objections pointed out by him did not exist, to report upon their own actions, and in fact call on them to presumably condemn themselves.

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This was adopted.

BY-LAW 18 OF THE DRAINAGE BY-LAW.

The following letter from the Colonial Secretary was submitted:

"In reply to your letter of the 18th January, I am directed to enquire whether, in view of the fact that it may not always be possible to have a straight drain under the conditions existing in Hongkong, it would not have the same effect if the words 'unless the written permission of the Sanitary Board Surveyor has first been obtained to lay it otherwise' were substituted in by-law 18 of the Drainage Bye-laws."

The President said he had signed that letter.

Dr. Hartigan said he was speaking of the gentleman who had signed the letter in his hand:

The President—I do not think you should speak of him in that way. I must ask you to withdraw the words.

Dr. Hartigan—I will withdraw any part which you consider wrong; but I maintain that is most uncalled for.

Dr. Hartigan—I beg to say most emphatically that I said nothing of the sort. I said opponent of this Board.

The President—And a master of casuistry.

The President—I think those words should be withdrawn.

Dr. Hartigan—I will not withdraw "opponent of this Board," but I will withdraw "master of casuistry" if you think the expression offends.

I am sorry so much heat has been engendered.

Dr. Hartigan had not proceeded much further when he was again called to order. He said—The whole correspondence is further proof that it is impossible to struggle here against the official phalanx which can never do wrong. As officials—and I draw that line distinctly—are all equally masters of evasion, and evocation.

The President—Order, order, order! This is a very wrong way for you to speak, Dr. Hartigan.

Dr. Hartigan—Do you object to the word "evasion?"

The President—It is a very improper word.

The Hon. F. H. May—As far as my memory goes he said the writer of the letter was an opponent of every sanitary reform and a master of casuistry, and I think that is most uncalled for.

Dr. Hartigan—I beg to say most emphatically that I said nothing of the sort. I said opponent of this Board.

The President—And a master of casuistry.

The President—I think those words should be withdrawn.

Dr. Hartigan—I will not withdraw "opponent of this Board," but I will withdraw "master of casuistry" if you think the expression offends.

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The President—Order, order, order! This is a very wrong way for you to speak, Dr. Hartigan.

Dr. Hartigan—Do you object to the word "evasion?"

The President—It is a very improper word.

The Hon. F. H. May—I object to the word "equivocation." I am not accustomed to being called a liar, and I ask Dr. Hartigan to come outside and call me one. I consider it nothing less than an insult to charge members with being guilty of equivocation.

Dr. Hartigan—I expected the vice-President to be called to order for his challenge to come outside, but of course I pass that over.

They use certain means—as officials which they scorn in their unofficial capacity to use.

The President—I think that is most insulting too.

The President—Have you any resolution?

Dr. Clark, proceeding, said that arguments with regard to height of building had been gone over so frequently that it seemed almost unnecessary to go over them again. He then proceeded to treat of the various points raised in the report, and ended by moving its adoption, adding that it be sent to the Government with the strongest recommendations of the Board for its early adoption.

Dr. Hartigan—If you had not interrupted me we have really a great deal of business to go through.

Dr. Hartigan—If you had not interrupted me we should have had it over.

The Hon. F. H. May also objected to Dr. Hartigan proceeding, adding: "There is no resolution before the Board. He has been漫游ing about and what he means I don't know, and I am sure nobody else does."

Dr. Hartigan said he should like to bring to the notice of the Board one point in connection with this matter. The central part of the city, daily crowded with hawkers and the Naval Yards,

has been made to cast, publicly and officially, an unmerited slur on our straightforwardness and veracity. I make no motion, believing it would be useless.

The subject then dropped.

THE LIGHTING ETC. OF THE NEW WESTERN MARKET.

Papers, which we published yesterday, were submitted:

The President—I see now it was a mistake referring these plans of the Western Market to Mr. Ladds; and I should have opposed it at the time. The Governor has agreed to let the Board see the plans of such buildings, and make suggestions, but I do not think it was ever contemplated that the Board should pass these on, not even looked at to one of their subordinate officers for report. I presume the Board do not expect me to enter into a controversy with Mr. Ladds, who has failed to understand the design and fallen into many egregious mistakes. The plans were prepared by one of my officers who is an Associate of the Royal Institute of British Architects and a first-class honour medalist for designing and constructing at Kensington. In consultation with the Medical Officer of Health, the Colonial Veterinary Surgeon, and myself he has provided against the mistakes made in the Central Market designs, and in my opinion has done his work extremely well. It is simply absurd that his plans should be submitted for the criticism of a veterinary surgeon. I have no wish whatever to reflect on Mr. Ladds' abilities in his own line, and would be very sorry indeed to put my opinion against his on anything connected with the treatment of animals; but he should not meddle with architecture. If the Board are desirous of having the plans of the Western Market again put on the table, I shall ask the architect, Mr. Fisher, to attend here and explain any points wished for.

In reference to these plans, Dr. Bell had the following two questions down on the paper: (1) Are the plans for the new Western Market submitted to the Sanitary Board, and if so, when? (2) Were any improvements in the plans suggested by the Board, and if so, in what direction?

Mr. Osborne proposed that the application be granted. The building would have streets on two sides and would be used entirely as offices. Therefore the argument as to surface crowding did not apply.

Dr. Hartigan seconded.

The president supported, and the motion was carried, Dr. Bell voting against.

RINDERFEST AT NAGASAKI.

The President read a letter from Nagasaki stating that rinderpest had broken out there.

The letter was referred to the Colonial Veterinary Surgeon for his information.

PLAQUE.

Messrs. Palmer and Turner, architects, wrote that they were about to erect a block of buildings on Reclamation Lot No. 7 and 2, C, at the junction of Des Vaux and Chater Roads, which would be over the 76 feet allowed under Ordinance, and they would require that the Board would sanction their building to a height of 100 feet from pavement to parapet wall. The site was rectangular, and the roads were 75 feet wide, so that there was no question of want of light and air.

Mr. Osborne proposed that the application be granted. The building would have streets on two sides and would be used entirely as offices. Therefore the argument as to surface crowding did not apply.

Dr. Hartigan seconded.

The president supported, and the motion was carried.

FIRE.

REAL OUTBREAKS AND FALSE ALARMS.

More fires are occupying the attention of the Central Fire Brigade. At 11.45 last night word was received that a fire had started at No. 25 New Street, a three-storey building. The ground, first and second floors were used as family dwellings, the top floor being used as a tailor's shop. The origin of the outbreak is supposed to be loss sticks setting fire to a partition. The fire was put out, after some time, by the Fire Brigade under Captain Superintendent May.

The Hon. F. H. May seconded, and the motion was carried.

FIRE.

REAL OUTBREAKS AND FALSE ALARMS.

Two or three houses were burned in Kowloon City early this morning. The outbreak, however, was quelled without outside assistance.

The damage was not extensive.

It will be interesting to note that the firemen (European) have turned out three or four times, the latter number being the accurate one, we believe, within 48 hours, three of the turns out being for alarms of fire reported yesterday.

For this work, we understand that the exhibitor rate of \$9 per month is paid to these protectors of life and property. Surely this sum is not considered sufficient to pay a European fireman for such work.

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THE HONGKONG TELEGRAPH, THURSDAY FEBRUARY 7, 1901.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	{ MARESSES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	{ To-morrow, 8th Feb., at Daylight.
J. McKenzie		
TAMBA MARU	{ NAGASAKI, SASEBO, KOBE and YOKOHAMA	{ FRIDAY, 15th Feb., at Daylight.
J. W. Vale		
SADO MARU	{ MARESSES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	{ FRIDAY, 22nd Feb., at Daylight.
W. Thompson		
ROSETTA MARU	{ NAGASAKI, KOBE and YOKOHAMA	{ FRIDAY, 22nd Feb., at Noon.
N. Tate		
KASUGA MARU	{ SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	{ FRIDAY, 22nd Feb., at 4 P.M.
E. W. Haswell		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 7th February, 1901.

[6]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA*	HAVRE and HAMBURG,	{ 4 P.M. 11th Freight and Passage.
Bable	{ LONDON with transhipment in HAMBURG	{ February.
FREIBURG	HAVRE, BREMEN and HAMBURG,	{ 27th Freight.
Proesch	{ LONDON with transhipment in HAMBURG	{ February.
MARBURG	HAVRE and HAMBURG,	{ About 10th Freight.
v. Binsz	{ LONDON with transhipment in HAMBURG	{ March.
BAMBERG	HAVRE and HAMBURG,	{ About 15th Freight.
Jacobs	{ LONDON with transhipment in HAMBURG	{ March.
SIBIRIA*	HAVRE and HAMBURG,	{ About 25th Freight and Passage.
Braun	{ LONDON with transhipment in HAMBURG	{ March.

* These Steamers have Superior Accommodation for Passengers and carry Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

27] TOYO KISEN KAISHA. U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 2nd Mar., at Noon.

NIPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 23rd April, at Noon.

THE Twin Screw Steamer "HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONGKONG, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th January, 1901.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 23rd February, at Noon, taking Passengers and Freight for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONGKONG, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

THE CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

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PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

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BELGIAN KING, 1,3379 | Friday | Feb. 8

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 8th instant, at 4 P.M.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Passage and Freight, apply to BUTTERFIELD & SWIRE, Agents.

J. S. VAN BUREN, Agent.

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For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED.

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 4th February, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in

Mails.

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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed, 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 13th February.

EMPERESS OF JAPAN ... Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 13th March.

EMPERESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 3rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALAFIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston, with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan and Japan Governments.

The attractive features of the Company's route embrace its PALAFIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. [13]

Hongkong, 16th January, 1901.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th February, 1901. [sic]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	SUNGKIANG	8th February.
YOKOHAMA and KOBE	TAIWAN	9th February.
YOKOHAMA and		

HSIAN NOTES.

It is stated that the troops formerly under General Tung Fu-hsiang at Peking, some 10,000 in number, who were afterwards taken away from him at Hsian in November last, at the time the said General was ordered to go to Kansu, are to be placed under Viceroy Wei Kuang-tao, transferred at the time from the Shen-Kan to the Yunnan and Kueichou provinces. As Viceroy Wei has not gone South as at first intended, the placing of these extra troops under him means that his new duties will be to serve as a guard to the Refugee Court in its march to whatever city may be chosen as the future capital of the Manchu dynasty. It is freely reported in Hsian that that the idea of the Empress Dowager and her Grand Councillor, Liu Ch'un-nan, in sending for General Feng Tze-tai and his 30,000 troops so far south as Kuangtung province, is due to their desire to pit these veterans of Feng Tze-tai against the Allied troops, should peace negotiations be broken off, as is fully expected amongst the Conservatives at Court. —*N. C. D. News.*

THE LAUNCH OF THE N. Y. K. "KAGA-MARU."

The rapid development of the shipbuilding industry at this port was illustrated, says the *Nagasaki Press*, by the launch of the third ocean-going steamer built to the order of the Nippon Yusen Kaisha by the Mitsu Bishi Dockyard. Scarcely three years have elapsed since the completion of the *Hitachi-maru*, the first large steamer constructed in this country. Immediately after the launching of this vessel, the keel of the *Awa-maru* was laid, and soon after the latter left the stocks early last year, the construction of the third steamer—the one launched on Saturday the 26th ult.—was begun. It would be a work of supererogation on our part to congratulate those responsible for the building of these large steamers. All engaged in their construction—the work on which has been pronounced by foreign experts to be equal to anything turned out from European or American dockyards—must be proud of the part they have taken, whether it be the able foreign constructor of the Company, Mr. J. S. Clarke, or the managers of the huge concern, or the humblest workman. The N. Y. K. should be especially pleased that they are able to strengthen their already numerous fleet by such graceful and commodious vessels, built and engined in their own country.

THE TOKYO MUNICIPAL SCANDALS.

The finding of the Court of First Instance with regard to the charges of corruption preferred against Municipal Councillors in Tokyo has now been published. We (*Japan Mail*) are not surprised that the investigation occupied some weeks, for the matters examined were numerous and complicated. Speaking broadly, the Court finds that some nine Councillors have been guilty of receiving bribes from contractors and others, and that among the eight, three are specially conspicuous, namely, Messrs. Inada Masakichi, Ota Naoki, and Mineo Katsuharu. The Court divides its finding into several heads. The first relates to a contract for cleaning the streets. This should have been put up to public tender, but three contractors having privately approached certain City councillors and offered to pay 3,900 yen each, the councillors manœuvred as to induce the Council to dispense with tenders and allow the contract to be given without any such formality, the whole of the city being divided into three districts, one of which was assigned to each of the contractors. It is amusing to find that six *soshi* who had contemplated making a pile for themselves by pushing the interests of the same contractors, had to be subsequently placed by a present of 3,000 yen, so that the sum remaining to the councillors was not very large. The second count relates to a purchase of meters for the Tokyo Waterworks. In this case the bribe was only six hundred yen. Then there is a charge, in which the name of Messrs. Favre Brandt & Co. appears. The Court finds that this firm, acting for the Liege Iron Works, received an order in 1895 for 10,517 tons of the pipes, the price to be 152,527 yen. In consequence of delay in delivering the pipes, the Liege Works became liable to a fine of 35,722 yen, and the City Council decided not only to exact that amount, but also to retain possession of a sum of 67,353 yen which had been lodged as security, and further to withhold payment for the pipes. In the spring of 1900, Messrs. Favre Brandt's legal adviser, Mr. Hashimoto, by paying a sum of 1,200 yen to four of the Councillors, succeeded in getting the fine reduced to 20,000 yen and the affair settled. The next charge relates to an order for lead pipes, the amount of the order being 1,078,750 lbs. These pipes were tendered for by the Tokyo Venken Seizo Kaisha, which was in the habit of importing through the Mitsui Bussan Kaisha. The latter remained in the hands of Mr. Hasegawa Shinsu, the Councillor entrusted with the duty of overseeing the waterworks affair, and in order to induce him to submit the tender to the Council, a sum of 1,000 yen was paid to him. It should be mentioned that no suggestion is made of the Mitsui Bussan having been implicated. Then followed an order for 3,238,000 lbs. of lead pipes, on which occasion a bribe of 2,300 yen was paid to Messrs. Hasegawa, Ota and Fukushima. Evidence with regard to these five counts is declared by the Court to be ample, and the accused are committed for public trial. Further, Mr. Nakajima Matagoro, recently elected President of the City Council, is pronounced to have had guilty knowledge of these nefarious transactions, and he too is to be brought up for trial. Another Councillor, Mr. Goto Ryosuke, is committed, for trial on a charge of fraud. His method was to constitute himself a go-between, and to pocket the bribe en route to their real destination. He even improved upon that method by persuading contractors that bribes would be necessary when there was no one to receive them but himself. It is altogether a shameful revelation. We begin to understand why it is that the business of the Tokyo Municipality costs so much and is done so badly.

NEWS FROM JAPAN.

The *Japan Herald* of 24th ult., says:—Last night, at the General Hospital on the Bluff, Charles Emil Leopold breathed his last. He was only a few months ago emerged from the Hongkong prison, where he had expired the sentence passed upon him by H.B.M.'s Court for Kansawa, for obtaining large sums of money under false pretences. He was only 39 years old.

Eight officials prosecuted in connection with the recent Sasobo scandal were court martialled on the 2nd ult. Three of them were found guilty. The criminals are clerks of the Sasobo Naval Dockyard, and the terms of their imprisonment range from 1 to 6 years. They were sentenced to our prison the same day.

ITEMS FROM INDIAN PAPERS.

Lieutenant Rundle, 1st Shropshire Light Infantry P.M.A., proceeds to Wei-hai-wei to join the Chinese Regiments.

The Hospital Ship *Gwalia* leaves Calcutta about 25th instant for China after being fitted to receive European as well as Native patients. Colonel Grots, I.M.S., continues in medical charge of the ship.

Close in three thousand plague deaths took place in India last week, being four hundred more than the previous week, and double the number in the same week of last year. The disease is growing specially bad in Western Bengal, where eighteen hundred deaths occurred last week.

A crime resembling the vendettas of Corsica has just been brought to light at a village near Peshawar, on the Frontier. A young man on his way to Peshawar was waylaid by three Baluchi Syeds, all relatives, and brutally murdered. The motive for this crime is a blood feud which has existed between the two families for generations. As the unfortunate man was crossing a ravine he was set upon unawares and murdered, though not before he had severely wounded one of his assailants. The latter also killed the murdered man's donkey by cutting its throat, after which they dug a deep grave, in which they first placed their victim's body, casting the animal on top of it. On these the friends spread the dead man's cloak, and then filled the grave in with earth. In course of time the spot was filled and sown with barley, which germinated before the crime was discovered. This occurred owing to the revelations made by youth related to the murderers, who had offended him, and who to spite them revealed the crime, which he saw from a place of concealment. The crime will be referred to a tribal council, but the heaviest penalty which will be inflicted is a fine of Rs. 1,500 as blood money, with a short period of imprisonment.

In the report of the half annual meeting of the Bengal and North-Western Railway are some striking remarks by the Chairman (Colonel Murray, R.E.), bearing on the question of the competition in the engineering trade between England and America. Referring to the shortage of locomotive engines, the Chairman said:—"It takes a long time to get English engines even when ordered. We have a contract now for engines, given on condition that they should be delivered in time for the busy season in the early part of next year, and it was stipulated when the contract was given that time was the essence of the contract, as the engines were urgently required. We ought now to have had seven of these engines shipped but the contractors calmly informed us that they cannot deliver an engine before March, so there is no chance of our getting any of these engines to work in time for this busy season. Under these and similar circumstances in nearly every branch of the engineering trade, you wonder if we turn to America and Germany, where we find manufacturers eager to supply us, and will still carry out contracts to time on the same if not more favourable terms? Hitherto we have always stuck to English manufacturers, knowing that it would be your wish that we should do so, but, gentlemen, business is business, and unless we find English manufacturers can stick to their contract times better than they have done of late, we shall, in your interests, however reluctantly, have to go and deal elsewhere." As one of the shareholders remarked this is one of the penalties the country has to pay for going to war. But why, one wonders, should it not be possible to manufacture wagons and other kinds of rolling-stock in India?—*Bombay Gazette.*

DE WET'S GENIUS.

De Wet as a general and military genius is dealt with by Reuter's correspondent at Bethlehem. The eternal chase after De Wet, says the writer, though monotonous and wearisome enough, has made our mounted forces the finest-mounted infantry in the world. It is impossible to give a faithful idea of the kind of fighting to which we are obliged to resort to meet De Wet's mode of action. Imagine 500 men engaged over a front of five miles, and it will then be possible perhaps to understand how necessary individual foresight and quickness become. The fact is that we have never, except in the earlier days of De Wet's activity, taken him quite seriously. To follow after him is of little use. He fights a rearguard action, and gains twenty miles while it is being fought. We certainly give him hard knocks every now and again, but unless we put at least eight to ten thousand mounted men after him we have little chance of catching him. Our advantage over De Wet is that we are an organised force, and four or five separate columns could co-operate like clockwork. Separate forces of 2,000 men each, converging from a wide circle, must, one day or another, throw De Wet back on to another column, and ultimately smash him up. De Wet is a born military genius, whose wonderful powers have kept up this phenomenal resistance. Once he fails, the whole thing could be crushed in two weeks. De Wet has every single command under his supervision. All his patrols and columns march and counter-march on his orders. The forces under his command have been reduced by his strength of will to a properly organised army moving at his word. We certainly have the great advantage over him of having all the telegraph lines, and therefore the ability to communicate much more rapidly than he can.

SHIPPING REPORTS.

Captain H. C. Harris, of the steamship *Tien-ka*, from Singapore, reports:—Strong gale and mountainous sea from port to port.

Captain G. H. Cherry, of the British cruiser *Argonaut*, from Amoy, reports:—On the 6th inst., passed H.M.S. *Dido*, from Hongkong bound Woosung.

Capt. A. Robson, of the steamship *Thales*, from Swatow, reports:—Moderate N. winds and fine. Vessels in Swatow—Fookiang, Paotung, Newchow, Benlark, Shantung, Wingtung, Heikow, Nusung, and Mackew.

NOT ANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer 30.141
Thermometer 57
Humidity 90
Rainfall 4.76

TO-DAY.

WEATHER REPORT.

Barometer 30.35 40.19
Temperature 57 57
Humidity 97 93
Rainfall 17 33

TO-DAY.

WEATHER REPORT.

Barometer 30.35 40.19
Temperature 57 57
Humidity 97 93
Rainfall 17 33

SUN-RISE 6hr. 30min.
SUN-SET 6hr. 30min.

SUN-RISE 6hr. 30min.
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THE HONGKONG TELEGRAPH, THURSDAY, FEBRUARY 7, 1901.

The Share Market.

LATEST QUOTATIONS.
(February 7th).

Companies.	Paid up Capital	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation.	\$125	348 1/2 premium [buyers]
The Bank of China & Japan, Limited. (Proprietary)	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary)	£ 4	£ 1
The Bank of China & Japan, Limited. (Deferred)	£ 1	£ 5.5 buyers
National Bank of China, Ltd.	£ 5	£ 20 1/2 buyers
Do. Founders	£ 20	£ 1
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	£ 50	£ 245 buyers
China Traders' Ins. Co., Ltd.	£ 25	£ 36 sellers
North China Ins. Co.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	£ 60	£ 115 buyers
Canton's Office, Ltd.	£ 50	£ 50
Strains Ins. Co., Ltd.	£ 20	£ 1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	£ 50	£ 312 sellers
China Fire Ins. Co., Ltd.	£ 20	£ 85 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	£ 15	£ 35 [buyers]
Indo-China Steam Navigation Co., Ltd.	£ 10	£ 12 buyers
China & Manila S. Co., Ltd.	£ 50	£ 72 sellers
Douglas Steamship Co., Ltd.	£ 50	£ 46 sellers
China Mutual S. N. Co., Ltd. —(Pref.)	£ 10	£ 12 buyers
China Mutual S. N. Co., Ltd. —(O'ary.)	£ 10	£ 12 buyers
Star Ferry Co., Ltd.	£ 5	£ 7 buyers
"Shell" Transport & Trading Co., Ltd.	£ 34.0	£ 34.0
Refineries.		
China Sugar Refining Co., Ltd.	£ 100	£ 25 buyers
Luxon Sugar Refining Co., Ltd.	£ 100	£ 39 sales
Punjum Mining Co., Ltd.	£ 8	£ 3.60 sales
Punjum Mining Preference Shares.	£ 1	£ 1.20 sales
Société Française des Charbonnages du Tonkin.	£ 25 cts.	£ 25 cents
Queen Mines, Ltd.	£ 5	£ 6 sales
Jelebu Mining and Trading Co., Ltd.	£ 5	£ 5 cents
Raub Alian Gold Mining Co., Ltd.	£ 10	£ 10 cents
Oliver Freshold Mines, Ltd. A.	£ 5	£ 2
Olivers Freshold Mines, Ltd. B.	£ 5	£ 1.10 sellers
Great Eastern & Caledonian Gold Mining Co., Ltd. —(D. (Preferece))	£ 5	£ 5 cents
Docks, Wharves and Godowns.	£ 10	£ 10 cents
Hongkong & Whampoa Dock Co., Ltd.	£ 125	650 % premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	£ 50	£ 91 buyers
Wanchan Warehouse & Storage Co., Ltd.	£ 37	£ 63 buyers
New Amoy Dock Co., Ltd.	£ 6	£ 422 buyers
Lands, Hotels and Buildings.	10	£ 4 sales
China Provident Loan & Mortgage Co., Ltd.	£ 100	£ 15
Hongkong Land Investment & Agency Co., Ltd.	£ 100	£ 197 sales
Kwailoon Land and Building Co., Ltd.	£ 30	£ 28 buyers
West Point Building Co., Ltd.	£ 50	£ 49 buyers
Hongkong Hotel Co., Ltd.	£ 50	£ 24 sellers
Oriente Hotel Co., Ltd.	£ 50	£ 30 sellers
Humphrey's Estate & Finance Co., Ltd.	£ 10	£ 13 sales
Cotton	Mills.	
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	£ 100	£ 15
Ewo Cotton Spinning & Co., Ltd.	£ 100	£ 50
International Cotton Mfg. Co., Ltd.	£ 100	£ 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	£ 100	£ 65
Soy-Che Cotton Spinning Co., Ltd.	£ 100	£ 50
Yabedong Cotton Spinning Co., Ltd.	£ 100	£ 50
Oigar Companies		
Alhambra, Limited.	£ 500	200 % premium
La Comercial, Ltd.	£ 500	80 % premium
Hensians Limited.	£ 500	5 % premium
La Favorita	£ 350	40 % premium
Miscellaneous		
Green Island Cement Co., Ltd.	£ 10	£ 19 sales
China-Borneo Co., Ltd.	£ 15	£ 33 buyers
A. S. Watson & Co., Limited.	£ 10	£ 16 buyers
Watkins, Limited.	£ 10	£ 12 sellers
Hongkong Electric Co., Limited.	£ 5	£ 12 sales
Hongkong Electric Co., Limited.	£ 5	£ 6
Hongkong and China Gas Co., Ltd.	£ 10	£ 18 buyers
Hongkong Rose Manufacturing Co., Ltd.	£ 5	£ 6 sales
Belgrave & Co., Ltd.	£ 5	£ 50 sellers
Hongkong Ice Co., Ltd.	£ 25	£ 78 sellers
Hongkong High Level Tunnels Co., Ltd.	£ 100	£ 100 buyers
Dairy Farm Co., Ltd.	£ 50	£ 37 buyers
Hongkong and China Bakery Co., Ltd.	£ 50	£ 55 buyers
Campbell, Moore and Co., Ed.	£ 10	£ 12 buyers
Bell's Asbestos Eastern Agency, Ltd.	£ 10	£ 11 buyers
United Asbestos	£ 10	£ 10 sales and buyers
Oriental Agency, Ltd.	£ 4	£ 2 sales and buyers
Carmichael Co., Ltd.	£ 10	£ 8
Tohns Planting Co., Ltd.	£ 5	£ 2 sellers
Universal Trading Co., Ltd.	£ 5	£ 2 sellers
H.K. Steam Water Heat Co., Ltd.	£ 5	£ 3
Benjamin Kelly & Co., Ltd.	£ 5	£ 3
Share Brokers		
Telegraph Address "Rialto"		
Telephone No. 148		

VISITORS AT THE HONGKONG HOTEL.

HUE, French steamer, 705. G. Godinan, 3rd Feb., —Haliphong and Holow and Feb., General —A. R. Marti.	Lambton, Mrs. R. S. Lawrence, Mr. A. Littledale, R.E. Major R. P. Long, Mr. & Mrs. D. M. Lyall, Mr. R. A. Lyon, Mr. W. D. Macauley, Mr. & Mrs. M. D. Macauley, Dr. H. Macfadyen, Dr. J. Magata, Mr. C. J. Mallory, Lt.-Col. Mandl, Mr. and Mrs. H. McBain, Mr. Geo. Morgan, Mr. C. E. Muller, Mr. and Mrs. Noble, Mr. W. H. Okada, Mr. S. Clark-Thornhill, Mr. T. O'Neill, Mr. and Mrs. B. and valet J. J. Colson, Capt. Percy, C.B. Scott, Mrs. Percy. Stewart, Mr. John A. Steen, 2nd Feb., —New York 29th, Kerosine Oil. —Standard Oil Co.	Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounds, 870 i.h.p., Hongkong. Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong. Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong. Terra, British steamer, 1,495, R. C. D. Bradley, 26th Jan., —Java 16th Jan., Sugar. Loyal, German steamer, 1,37, Saigon 1st Jan., Rice—Sander, Wieler & Co. NANYANG, German steamer, 983, Th. Lehmann, 23rd Jan., —Mactan 29th Dec., and Singapore 14th Jan., Sugar—Siemens & Co. ON SAN, British steamer, 1,787, J. Young, 4th Feb., —Manila 1st Feb., General—Butterfield & Swire. POLARSTJERNEN, Danish steamer, 2,190, Calleken, 5th Feb., —Amoy 4th February, General—Dowell & Co., Ltd. QUARTA, German steamer, 1,146, H. Johansen, 4th Feb., —Singapore 27th Jan., General—Sander, Wieler & Co. SABINE RICKMERS, British steamer, 690, Nasbet, 1st Feb., —Swatow 31st Jan., Ballast—Arnhold, Karberg & Co. SUNGKIAN, British steamer, 1,021, S. W. Moore, 4th Feb., —Manila 1st Feb., General—Butterfield & Swire. TAIWAN, British steamer, 1,109, H. Harder, 6th Feb., —Canton 5th Feb., General—Butterfield & Swire. THALES, British steamer, 820, A. Robson, 6th Feb., —Swatow 5th February, General—Douglas, Laprak & Co. TIGER, Norwegian steamer, 2,116, H. Wold, 12th Jan., —Moj 6th Jan., Coal—Mitsui Bussan Kaisha. KONINGIN WILHELMINA der NEDERLANDEN, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossouw, Swatow. LIBERAL, Portuguese gunboat, 558 tons, Comdr. Jose da Cunha Lima, Macao. MARIA THEREZA, Austrian cruiser, 10 guns, 5,000 tons, 9,000 i.h.p., Capt. M. V. Elisenach, Shanghai. KRIEGER, Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Woosung. LUCKA, German gunboat, 80 tons, 10 guns, Comdr. Dahnhardt, at Hongkong. SCHWALBE, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow. SEACLER, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow. TIGER, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Shanghai. WEISSESSER, German battleship, 10,100 tons, 40 guns, Capt. Hoefmeier, at Amoy. WARTH, German battleship, 10,100 tons, 40 guns, Capt. Borckenhausen, at Taku. K.F. WILHELM, German battleship, 10,100 tons, 40 guns, 5,500 h.p., at Kure. YOSHINO, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure. NANJU, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Manil. TAKACHIHO, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Keeling. CHIYODA, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure. TAKASAGO, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka. SUMA, protected cruiser, 1st class, 2,750 tons, 30 guns, 10,000 h.p., at Japan. AKATSUKINA, protected cruiser, 1st class, at Manila. MIYAKO, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Takao. TAKAO, 2nd class, 1,764 tons, 15 guns, 4,000 h.p., at Shanghai. YAZAWA, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Nagasaki. AMAKI, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai. NO. 2, German torpedo-boat, 320 tons, Capt. V. Pullen, at Shanghai. NO. 22, German torpedo-boat, 320 tons, Capt. Pilimich, at Shanghai. * Flagship of His Excellency Vice-Admiral Bendemann. ** Flagship of Rear-Admiral Geissler. *** Flagship of Rear-Admiral Kirchoff.
Coast Defence		